- UTILITY LOCATIONS SHOWN ON THESE PLANS MAY NOT BE CORRECT OR COMPLETE. THE CONTRACTOR SHALL
 COORDINATE CONSTRUCTION ACTIVITIES WITH THE RESPECTIVE UTILITIES OF THE CITY OF CHICAGO, BEFORE
 STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL CUAN (CHICAGO UTILITY ALERT NETWORK):
 (312)744-4000 FOR UTILITY LOCATION INFORMATION.
- 10 FOOT TRANSITION LENGTHS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS
 OF WORK TO EXISTING CURBS AND GUTTERS AND MEDIANS IN THE FIELD UNLESS OTHERWISE SHOWN. THE
 TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED
 ITEMS OF WORK SPECIFIED.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- 4. WHEN ARTIFICIAL LIGHTING IS USED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL APEAS
- 5. USE NO. 8 EPOXY-COATED TIE BARS CONFORMING TO ARTICLE 1006.10(B)(2) OF THE STANDARD SPECIFICATIONS FOR LONGITUDINAL CONSTRUCTION JOINT AS SHOWN ON IDOT STANDARD 420001 AND FOR TYING THE CURB AND GUTTER SECTIONS TO THE FRONTAGE ROAD CONCRETE PAVEMENT AS SHOWN ON THE PLANS. THE TIE BARS WILL NOT BE PAID FOR SEPARATELY. TIE BARS USED FOR LONGITUDINAL CONSTRUCTION JOINTS SHALL BE INCLUDED IN THE COST OF PCC PAVEMENT, 10" (JOINTED). TIE BARS USED WITH CURB AND GUTTER SHALL BE INCLUDED IN THE COST OF THE COMBINATION CONCRETE CURB AND GUTTER OF THE TYPE SPECIFIED.
- 6. USE 1-1/2" EPOXY- COATED DOWEL BARS CONFORMING TO ARTICLE 1006.11 OF THE STANDARD SPECIFICATIONS FOR TRANSVERSE CONTRACTION JOINTS AS SHOWN ON IDOT STANDARD 420001 DOWEL BARS WILL NOT BE PAID FOR SEPARATELY, DOWEL BARS USED FOR TRANSVERSE CONTRACTION JOINTS SHALL BE INCLUDED IN THE COST OF PCC PAVEMENT, 10" (JOINTED). THE SPACING OF THE TRANVERSE CONTRACTION JOINTS SHALL BE AT 15' INTERVALS, DOWEL BARS SHALL BE INSTALLED AT 12" CENTER TO CENTER.
- THE VARIATION IN WIDTH OF THE COMBINATION CONCRETE CURB AND GUTTER AS SHOWN ON THE PLANS SHALL BE INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER OF THE TYPE SPECIFIED.
- 8. COMBINATION CURB AND GUTTER REMOVAL WILL BE MEASURED PER LINEAL FOOT. THE REMOVAL OF THE EXISTING BITUMINOUS OVERLAY OF THE GUTTER WILL NOT BE MEASURED FOR PAYMENT BUT IS INCLUDED IN THE CONTRACT UNIT PRICE FOR COMBINATION CURB AND GUTTER REMOVAL.
- 9. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT WILL BE NO GAP WITHIN THE PROPOSED FENCING OR BETWEEN WHERE PROPOSED FENCING TERMINATES AND EXISTING FENCE REMAINS IN PLACE.
- 10. THE CONTRACTOR SHALL TAKE ALL NECESSARY SAFETY PRECAUTIONS TO PROTECT AND PROVIDE ACCESS TO ABUTTING PROPERLY, UTILITIES, PEDESTRIANS, AND VEHICULAR TRAFFIC.
- 11. WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED. THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKS AND MONUMENTS. THE ENGINEER OR AND AUTHORIZED SURVEYOR AGENT WILL WITNESS OR OTHERWISE REFERENCE AND RESET MONUMENTS AS NECESSARY. ALL PROPERTY CORNERS EXCEPT THOSE WITHIN AREAS WHERE THE SCHEDULE IF PROVIDED, SHOWS PLACEMENT OF R.O.W. MARKERS SHALL REMAIN UNDISTURBED.
- 12. ALL GRADE ELEVATIONS SHOWN ARE BASED ON ELEVATIONS REFERRED TO ON ORIGINAL ROOSEVELT ROAD PUMPING STATION PLANS. EXISTING SITE PLAN (SHEET NO. G-5) INDICATES CONTROL ELEVATIONS: SPIKE IN BITUMINOUS SHOULDER AT STA 5+94.11, 18.07' LT.=ELEV.+14.69. EXISTING MANHOLE RIM AT STA 6+08.46, 2.78' LT=ELEV. +13.64
- 13. BITUMINOUS QUANTITIES ARE BASED ON A UNIT WEIGHT OR 114LB/SQ.YD/IN FOR BITUMINOUS REPLACEMENT OVER PATCHES.
- 14. THE CONTRACTOR SHALL PROTECT THE EARTH IN FRONT OF EXISTING AND PROPOSED RETAINING WALLS DURING CONSTRUCTION OF THE UNDERGROUND STORMWATER PIPES, DRAINAGE STRUCTURES, AND CONDUIT ENCASED REINFORCED CONCRETE. THE CONTRACTOR SHALL COORDINATE THE CONSTRUCTION OF THE RETAINING WALLS AND UNDERGROUND UTILITY WORK TO OCCUR CONCURRENTLY. IF THE CONTRACTOR DOES NOT PERFORM THE WORK CONCURRENTLY HE SHALL PROVIDE A TEMPORARY SOIL RETENTION SYSTEM TO PROTECT THE RETAINING WALL FROM BEING UNDERMINED DURING DRAINAGE SYSTEM CONSTRUCTION WHICH SHALL BE INCLUDED IN THE COST OF THE MECHANICALLY STABILIZED EARTH RETAINING WALL.
- 15. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE CITY OF CHICAGO.
- 16. THE CONTRACTOR MUST USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS WHICH WILL NOT BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR MUST BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE.
- 17. THE UTILITY COMPANY/GOVERNMENT AGENCY AND IT'S CONTRACTOR ARE RESPONSIBLE FOR THE ADEQUATE PROTECTION OF THE EXISTING SEWERS, DRAIN CONNECTIONS, SEWER STRUCTURES AND BENCH MONUMENTS DURING CONSTRUCTION OF NEW UTILITIES AND/OR ADJUSTMENT TO EXISTING UTILITIES AND THE USE OF HEAVY EQUIPMENT WITHIN THE LIMITS OF THE PROJECT.
- 18. EXTREME CAUTION TO BE TAKEN TO ENSURE THAT NO FACILITY OWNED AND MAINTAINED BY THE CITY OF CHICAGO IS DAMAGED DURING CONSTRUCTION. IF ANY DAMAGE OCCURS TO ANY FACILITIES. THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR THE COST OF REPAIR OR REPLACEMENT OF THE DAMAGED FACILITY.

DRAINAGE AND UTILITIES NOTES:

- ALL PROPOSED LATERAL STORM SEWERS SHALL BE INSTALLED AT A MINIMUM OF 1% SLOPE UNLESS OTHERWISE INDICATED, CONNECTIONS TO EXISTING SEWERS OR STRUCTURES WILL BE INCLUDED WITH THE STORM SEWERS PAY ITEM.
- PIPE UNDERDRAIN 6" (SPECIAL) SHALL BE USED FOR ALL PROPOSED UNDERDRAIN CONNECTIONS INTO EXISTING / PROPOSED DRAINAGE STRUCTURES.
- 3. STORM SEWER LENGTHS AND GRADES ARE CALCULATED FROM CENTER TO CENTER OF DRAINAGE STRUCTURES
- 4. TOP OF FRAME ELEVATIONS ON DRAINAGE STRUCTURES SHALL BE MODIFIED TO MEET FINISHED CURB AND GUTTER FLOWLINE ELEVATIONS.
- 5. THE INVERT ELEVATIONS OF UNDERDRAIN CONNECTIONS TO THE EXISTING AND PROPOSED DRAINAGE STRUCTURES SHOWN SHALL BE DETERMINED BY THE CONTRACTOR BASED ON A MINIMUM LATERAL CONNECTING SLOPE OF 2%
- FOR CLARITY, PIPE UNDERDRAIN'S IN THE PLAN VIEW ARE NOT DRAWN IN THE EXACT INSTALLATION LOCATION. SEE TYPICAL SECTIONS AND DRAINAGE DETAILS FOR EXACT PIPE UNDERDRAIN LOCATION.

LANDSCAPING NOTES:

- THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS WHICH WILL NOT BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE.
- 2. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE PROTECTION OF EXISTING PLANT MATERIAL FOR WHICH THE CONTRACT DOES NOT PROVIDE REMOVAL. THE PROTECTION OF EXISTING PLANT MATERIAL AND THE REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIALS DAMAGED BY THE CONTRACTOR SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 201 OF THE STANDARD SPECIFICATIONS.
- 3. SEE SHEET NO. G-7 FOR OTHER LANDSCAPING NOTES AND EROSION CONTROL NOTES

TRAFFIC CONTROL NOTES:

- ALL TRAFFIC CONTROL AND PROTECTION WORK SHALL BE IN ACCORDANCE WITH I.D.O.T. STANDARDS FOR MAINTENANCE OF TRAFFIC AND THE CITY OF CHICAGO.
- 2. TRAFFIC CONTROL AND PROTECTION WORK ON UNION AVE. SHALL BE DONE AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH THE FOLLOWING I.D.O.T. TRAFFIC CONTROL STANDARDS: THESE STANDARDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE PRICE FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL) AS A LUMP SUM PAY ITEM: STANDARD 701701, 701801, 701901 AND DISTRICT ONE STANDARD TC-10. SEE NOTE 4.
- 3. TRAFFIC CONTROL AND PROTECTION WORK ON I-90/94 SHALL BE DONE AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH FOLLOWING I.D.O.T. TRAFFIC CONTROL STANDARDS: THESE STANDARDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE PRICE FOR "TRAFFIC CONTROL AND PROTECTION, EXPRESSWAYS," AS A LUMP SUM PAY ITEM: STANDARDS 701101, 701106, 701400, 701401, 701426, 701901 AND DISTRICT ONE STANDARDS TC-17, TC-18, TC-22. SEE NOTE 4
- 4. MAINTENANCE OF TRAFFIC ON I-90/94 AND UNION AVE. SHALL BE AS DIRECTED BY THE ENGINEER, LANE CLOSURES FOR THE REMOVAL OR PLACEMENT OF TEMPORARY OR PERMANENT PAVEMENT MARKINGS, THE PLACEMENT OR REMOVAL OF TEMPORARY CONCRETE BARRIERS, BITUMINOUS SHOULDER REMOVAL BITUMINOUS SHOULDER CONSTRUCTION, BITUMINOUS SURFACE REMOVAL, PAVEMENT PATCHING, THE PLACEMENT OF BITUMINOUS CONCRETE BINDER AND SURFACE COURSES, SHALL BE IN ACCORDANCE WITH APPROPRIATE I.D.O.T. STANDARDS. HOWEVER, METHOD OF PAYMENT SHALL BE "TRAFFIC CONTROL AND PROTECTION (SPECIAL)" LUMP SUM FOR WORK ON CITY STREETS AND "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAY)" LUMP SUM FOR WORK ON I-90/94.
- 5. THE CONTRACTOR IS REQUIRED TO SECURE A PERMIT FROM THE CITY OF CHICAGO FOR ANY WORK REQUIRING CHICAGO STREET LANE CLOSURES. QUESTIONS CONCERNING THIS PERMIT SHOULD BE REFERRED TO MR. MIKE SIMON, ROOM 905, CITY HALL, 121 NORTH LASALLE STREET, CHICAGO, IL. (312)744-4625.
- 6. MAINTENANCE OF TRAFFIC GENERAL: TRAFFIC CONDITIONS, ACCIDENTS AND OTHER UNFORESEEN EMERGENCY CONDITIONS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY OR REMOVE LANE CLOSURES OR CHANNELIZATION SHOWN IN THE PLANS. THE CONTRACTOR SHALL MAKE THE NECESSARY ADJUSTMENTS AS DIRECTED BY THE ENGINEER WITHOUT DELAY.
- 7. SIDEWALK CLOSURE SHALL BE IN ACCORDANCE WITH I.D.O.T. STANDARD 70181.
- ALL TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH I.D.O.T. STANDARD 701901.
- CONTRACTOR SHALL CONTACT THE IDOT TRAFFIC CONTROL SUPERVISOR AT (847)-705-4470
 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL
 DEVICE.

D-91-411-99

CONTRACT NO. 60828

PUMP STATION TRUCK LOT AND TRANSFORMER PAD WORK (MECHANICALLY STABILIZED EARTH RETAINING WALL CONSTRUCTION) WILL BE PERFORMED AS A SEPARATE CONTRACT.

THE CONTRACTOR SHALL COORDINATE HIS/HER WORK WITH THE PUMP STATION TRUCK LOT AND TRANSFORMER PAD CONTRACTOR IN ACCORDANCE WITH ARTICLE 105.08 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

ILLINOIS DEPARTMENT OF TRANSPORTATION

Stanley Consultants INC.

550 Neat Hogins Rood, Suths 730, Chicogo, Binole 66631-280
vivus triving or public within No. 84-00533

NC.

NOTES

SCALE: VERT. NO SCALE
DATE: 3/23/2010

DRAWN BY: T.K.

Rev